



## The Next Federal Transportation Bill

### Baltimore City's Transportation Vision, Case for Investment, Policy Goals and Project Requests

- 2 Mayor's Letter
- 3 Baltimore's Transportation Vision
- 4 Status of SAFETEA-LU High Priority Projects
- 5 Summary of Project Requests

#### Policy Goals

*Federal Policy Goals*  
*Local Policy Goals*

#### Building the Baltimore Rail System Plan

*Red Line Transit Project*  
*Green Line Transit Project*  
*MARC Bayview & East Baltimore Stations*  
*Charles Street Trolley*

#### Campaign for Active Transportation

*Bike Station Pilot Project*  
*Herring Run Trail*  
*Baltimore & Annapolis Trail – Cherry Hill/  
Westport Extension*  
*Middle Branch: CSX Swing Bridge*

#### Roundabout Baltimore

*Key Highway and Light Street*  
*33rd Street Corridor*  
*Seton Hill*  
*Park Circle*

#### Reconnecting Baltimore

*US 40: The Highway to Somewhere*  
*I-83/Amtrak at Penn Station:*  
*Charles North Vision Plan*  
*Jones Falls Boulevard*

#### Bridge Rehabilitation & Replacement

*Radecke Avenue over Moore's Run*  
*Annapolis Road over B/W Parkway*  
*Lafayette Avenue over Amtrak*  
*Harford Road over Herring Run*  
*Edmondson Avenue over Gwynn's Falls*

#### Supporting Neighborhood Development and Community Revitalization

*Oldtown/Somerset Homes Site Infrastructure*  
*O'Donnell Heights Site Infrastructure*  
*Barclay Streetscape*  
*Uplands/Frederick Avenue Streetscape*  
*East Baltimore Redevelopment Initiative*  
*West North Avenue Reconstruction*  
*West Baltimore MARC Parking Facilities*

#### Economic Growth and Development

*Middle Branch Access Improvements*  
*Southeast Baltimore Access Improvements –  
Boston/O'Donnell Street Connector*  
*Port Access and Landside Improvements –  
Chesapeake Commerce Center*  
*Pratt Street*  
*Gateway South*  
*Parking Wayfinding and Variable  
Message Signs*



**SHEILA DIXON**  
*Mayor*  
250 City Hall  
Baltimore, Maryland 21202

April 17, 2009

Dear Members of the Maryland Congressional Delegation:

On behalf of the citizens of Baltimore, I am pleased to present to you the City of Baltimore's policy and funding priorities for the reauthorization of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). All of the City's requests reflect my goal of creating a cleaner, greener, safer and healthier Baltimore; and, all of these requests fit well within the guidelines issued by the leadership of the House Committee on Transportation and Infrastructure.

In 2005, the Congressional Delegation secured more than \$63 million for projects to be constructed in the City of Baltimore, not including major transit investment projects like the Red Line and MARC improvements. Since then, the Department of Transportation and other City agencies have been hard at work delivering these projects for the citizens of Baltimore. With SAFETEA-LU High Priority Project funding we have leveraged significant private sector investment to grow the City's economic base and strengthen neighborhoods, rehabilitate several bridges, and build out portions of the City's recreational trail network.

Your leadership in securing resources for Baltimore City projects is critical to continuing Baltimore's success. We look forward to working with you and your staff throughout the reauthorization process to achieve a balanced, sustainable, and well-funded federal transportation program.

Sincerely,

Sheila Dixon  
Mayor  
Baltimore City

SD:jk

*Visit Our Website @ [www.baltimorecity.gov](http://www.baltimorecity.gov)*

# Baltimore's Transportation Vision

## and the Case for Investment

Like most big cities, Baltimore faces huge economic opportunities and equally significant challenges in providing the infrastructure necessary to take advantage of those opportunities. As Baltimore prepares to welcome thousands of new residents and jobs in our growth areas of Southeast Baltimore, the Middle Branch, Park Heights and elsewhere, we must be prepared to manage the associated growth in traffic, while keeping pace with the maintenance needs of our aging transportation infrastructure. As a major hub of freight traffic coming to and from the Port of Baltimore, we must keep trucks moving on the landside safely and efficiently, without impinging on the quality of life in long-established neighborhoods or new commercial development along the waterfront. We must correct the transportation injustices of years past by reconnecting neighborhoods torn apart by new highways to the suburbs. We must recognize that the residents and workers who spur on Baltimore's new economy demand transportation choices – not just more lane miles of asphalt. High quality transit, bicycling, and safe pedestrian areas are all critical to providing the quality of life demanded by Baltimore residents. Simply put, a safe, efficient and multi-modal transportation system is vital to the economic growth of our City and Region.

For much of the past 50 years, Baltimore's transportation policy and core transportation functions have been roadway maintenance and traffic management related. The City's Department of Transportation maintains more than 2,000 miles of roadway, nearly 300 bridges, 4,100 miles of sidewalks and alleys and more than 72,000 street lights. Our new Transportation Management Center oversees the coordination of 1,300 signalized intersections, keeping auto traffic flowing as freely as possible through our downtown and gateway corridors. We have stepped up our street resurfacing program and tripled the number of lane miles paved each year from 60 in 2005 to 200 in 2008, making for a smoother ride in every part of the City. These core responsibilities will remain; but, if we are to thrive as a City, our role must grow and evolve in response.

### Mayor Dixon's Transportation Strategy

Consistent with Mayor Dixon's vision of a cleaner, greener, healthier and safer City, the Department of Transportation's role is evolving into a multi-modal mobility agency. In July 2009, the Department of Transportation will launch a downtown circulator bus system, and the Water Taxi will begin providing commuter-oriented service to neighborhoods along the Harbor.

DOT has led the implementation of the City's Bicycle Master Plan with more than 40 new miles of bicycle lanes and 35 miles of new trail construction since 2000. Our federally-supported Safe Routes to Schools program has helped 3,000 students at a dozen elementary schools across Baltimore. Funding from the federal Congestion Mitigation and Air Quality program has created a Transportation Management Association, a collaborative effort of the 10 largest employers in Harbor East to reduce the number of single-occupant vehicle trips in this heavily congested area. Finally, Mayor Dixon appointed a Red Line Transit Project Coordinator in early 2008 to lead an aggressive community involvement effort in support of this new Light Rail project. All of these efforts are paying off in making Baltimore achieve a balanced and sustainable transportation system.

While the City's Department of Transportation and its partners at the Maryland Department of Transportation are preparing the necessary vision and plans to keep Baltimore City moving safely, swiftly and sustainably, these plans are not meaningful unless there is a way to pay for them. The rising cost of construction labor and materials alone, not to mention the additional "wear and tear" cost of waiting to repair roads and bridges, justifies significant new investment in the City's transportation infrastructure. The City's growth and economic development prospects only amplify the need for additional investment.

The projects contained in this Prospectus demonstrate that Baltimore is ready to move forward as soon as Congress finishes its work on the next federal transportation authorization.

# Status of SAFETEA-LU High Priority Projects



In 2005, the Maryland Congressional Delegation secured more than \$56 million for projects to be constructed in the City of Baltimore, not including major transit investment projects like the Red Line and MARC improvements.

Since then, the Department of Transportation and other City agencies have been hard at work delivering these projects for the citizens of Baltimore; some projects have proved difficult to deliver because of a lack of technical capacity and/or shortage of matching funds for projects sought by non-governmental organizations. For those projects administered

by the City of Baltimore we have leveraged the federal investment to achieve significant private sector investment in our economic base, and to strengthen neighborhoods, rehabilitate several bridges, and build out portions of the City's recreational trail network.





# Status of SAFETEA-LU High Priority Projects

## Projects administered by City of Baltimore

| Agency       | Project Name   | Project Description   | HPP Allocation | Status  |
|--------------|--|---|----------------|---|
| DOT          | Baltimore City ITS   | Implement intelligent transportation system in Baltimore  | 1,120,000      | Transportation Management Center opened in 2008   |
| DOT          | Baltimore Traffic Monitoring Cameras                       | Upgrade conduit system for traffic systems, street lighting and traffic related video cameras in Baltimore                | 960,000        | Transportation Management Center opened in 2008   |
| DOT          | Hanover Street Bridge                                      | Rehabilitate Hanover Street Bridge in Baltimore   | 1,200,000      | U.S. Coast Guard denied application for permanent lockdown of movable bridge; construction anticipated late 2010  |
| DOT          | Jones Falls Trail - Phase II                               | Construct phase 2 of the Jones Falls Trail from Baltimore Penn Station to the Maryland Science Center on the Inner Harbor | 3,200,000      | Construction anticipated in Summer 2009   |
| DOT          | Gwynn Falls Children's Loop                                | Gwynn Falls Trail Extension in Leakin Park  | 2,460,238      | Project completed in 2008   |
| DOT          | Life Sciences Park   | Rehabilitate Roadways Around East Baltimore Life Science Park in Baltimore  | 9,000,000      | Several project phases have been completed in conjunction w/ EBDI buildings; additional phases to be completed in 2009/2010   |
| DOT          | North Avenue (US 1)  | Reconstruct East North Avenue (US Rt. 1) in Baltimore   | 4,000,000      | Project is in design; construction expected in Summer 2010  |
| DOT          | Parking Facility at Clinton St. and Keith Ave (Water Taxi) | Construction of fringe and corridor parking at intersection of Clinton Street and Keith Ave. in Baltimore                 | 3,200,000      | FHWA denied request to move location to Clinton St. and Boston Street; technical correction requested in reauthorization  |
| DOT          | Pennington Avenue Drawbridge Rehabilitation                | Rehabilitate Pennington Avenue Drawbridge in Baltimore  | 7,500,000      | Project is under construction; anticipated completion in Fall 2009  |
| DOT          | Sinclair Lane Bridge over CSXT Railroad                    | Rehabilitate road including bridge over CSX tracks in Baltimore   | 2,320,000      | Construction anticipated in Fall 2009   |
| DOT          | Water Taxi Terminals                                       | Construction of new Baltimore water taxi terminals  | 2,000,000      | Fells Point dock and terminal replacement completed in Spring 2009; awaiting matching funds from Living Classrooms Foundation for USS Constellation Museum project at Inner Harbor Pier One |
| Rec & Parks  | Druid Hill Park Improvements                               | Implement pedestrian and roadway improvements contained in the Druid Hill Park neighborhood access program in Baltimore   | 1,600,000      | Project is in design; construction expected in Summer 2010  |
| DOT          | West Baltimore Trail                                       | Rehab of West Baltimore Trail and Implementation of Pedestrian Improvements along associated roadways                     | 720,000        | Project is in design; construction expected in Fall 2009  |
| <b>TOTAL</b> |  |   | 39,280,238     |   |

# Status of SAFETEA-LU High Priority Projects

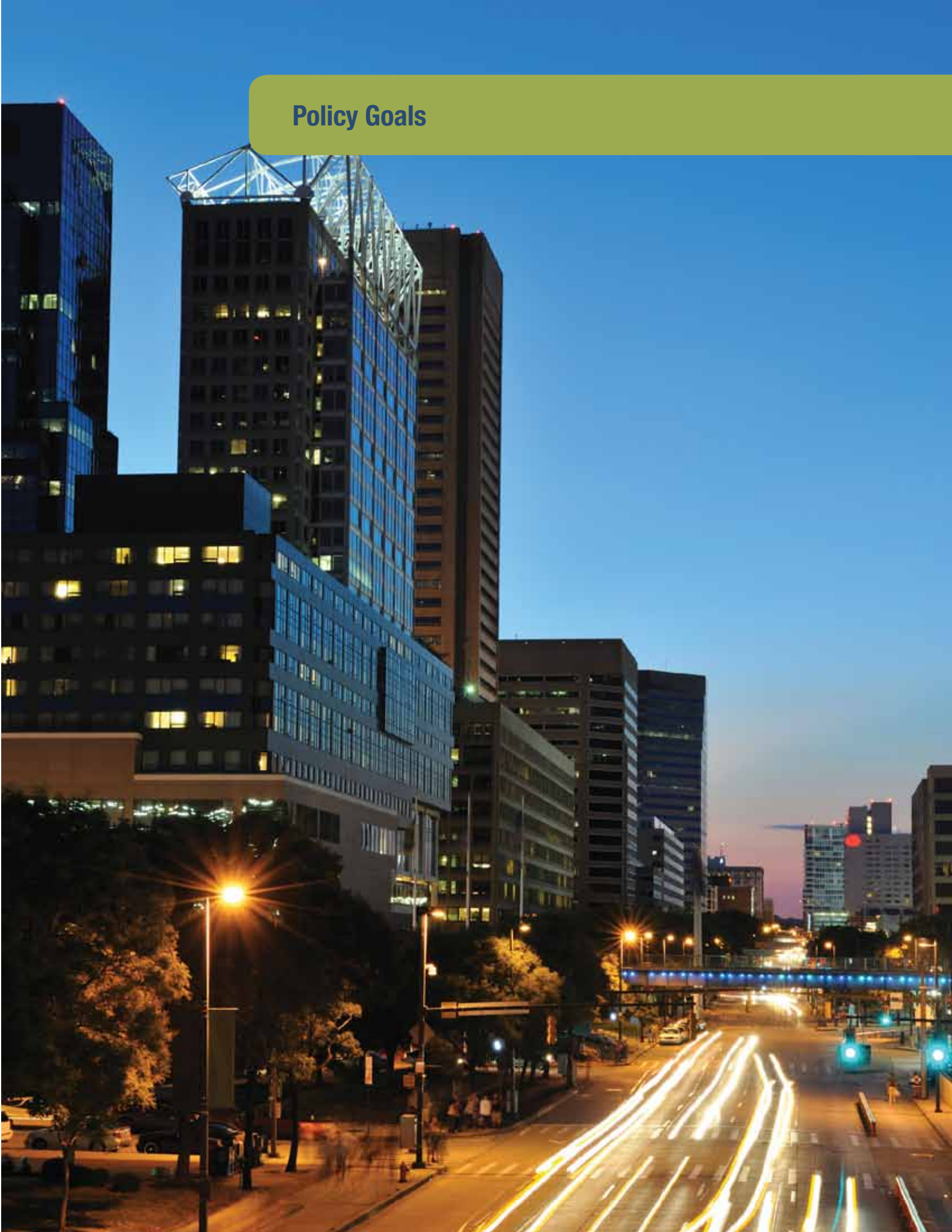
## Projects administered by State/Federal Agencies & Non-Governmental Organizations

| Agency       | Project Name                                  | Project Description   | HPP Allocation | Status   |
|--------------|---|---|----------------|--|
| UMB          | MLK Blvd & West Baltimore Street              | Construct Safety and Operations improvements at MLK, Jr. Blvd. and West Baltimore Street in Baltimore     | 2,000,000      | At its request, project is being managed by University of Maryland Baltimore |
| MSU          | Morgan State University Transportation Center | Morgan State University Transportation Center   | 500,000        | Programs are ongoing   |
| NPS          | Fort McHenry Visitors Center                  | Construct a visitors center and related roads serving Fort McHenry  | 9,060,000      | Construction anticipated in Spring 2009                                      |
| CSU          | Coppin State University                       | Construct a pedestrian bridge and parking garage at Coppin State University                               | 2,640,000      | Project completed in 2007  |
| PPF          | Parks & People Foundation Headquarters        | Historic Preservation and Traffic Improvements along Liberty Heights Avenue and in Druid Hill Park        | 1,520,000      | Project is on hold due to lack of matching funds                             |
| MDOT         | Baltimore Rail Tunnel Improvement Study       | Analyze existing and alternative freight and passenger rail tunnels in Baltimore                          | 3,000,000      | Project completed in 2008 by MDOT  |
| CALC         | Center for Aquatic Life and Conservation      | Roadway access improvements, boardwalks, and pier construction at Hanover Street and West Cromwell Street | 1,500,000      | Project is in design, but delayed due to lack of matching funds              |
| BDC          | Greyhound Station                             | Construct Intercity, Intermodal Bus Terminal  | 4,180,000      | Project is on hold due to Gateway South redevelopment plan                   |
| <b>TOTAL</b> |   |   | 24,400,000     |  |

# Summary of Project Requests

| Program  | Project  | Total Cost           | HPP Request          |
|--|--|----------------------|----------------------|
| Campaign for Active Transportation                               | Baltimore Bikestation Pilot Project                        | \$3,000,000          | \$2,400,000          |
|  | Herring Run Trail  | \$4,000,000          | \$3,200,000          |
|  | Baltimore/Annapolis Trail (Westport/Cherry Hill Extension) | \$15,000,000         | \$12,000,000         |
|  | CSX Swing Bridge/Gwynns Falls Trail                        | \$5,000,000          | \$5,000,000          |
|  | <b>SUBTOTAL</b>  | <b>\$27,000,000</b>  | <b>\$22,600,000</b>  |
| Roundabout Baltimore   | Key Hwy/Light Street                                       | \$6,000,000          | \$4,800,000          |
|  | Park Circle  | \$9,500,000          | \$7,600,000          |
|  | Seton Hill   | \$3,000,000          | \$2,400,000          |
|  | 33rd Street Corridor                                       | \$10,000,000         | \$8,000,000          |
|  | <b>SUBTOTAL</b>  | <b>\$28,500,000</b>  | <b>\$22,800,000</b>  |
| Reconnecting Baltimore   | US 40: Highway to Somewhere                                | \$14,000,000         | \$11,200,000         |
|  | I-83/Penn Station: Charles North Vision Plan               | \$10,000,000         | \$8,000,000          |
|  | Jones Falls Boulevard                                      | \$3,000,000          | \$2,400,000          |
|  | <b>SUBTOTAL</b>  | <b>\$27,000,000</b>  | <b>\$21,600,000</b>  |
| Bridge Rehabilitation and Replacement                            | Edmondson Avenue Over Gwynns Falls                         | \$32,000,000         | \$25,600,000         |
|  | Lafayette Avenue Over Amtrak                               | \$20,000,000         | \$16,000,000         |
|  | Radecke Avenue Over Moore's Run                            | \$2,400,000          | \$2,000,000          |
|  | Harford Road Over Herring Run                              | \$14,000,000         | \$11,200,000         |
|  | Annapolis Road Over B/W Parkway                            | \$12,000,000         | \$9,600,000          |
|  | <b>SUBTOTAL</b>  | <b>\$80,400,000</b>  | <b>\$64,400,000</b>  |
| Supporting Neighborhood Development and Community Revitalization | Oldtown/Somerset Homes Site Infrastructure                 | \$25,000,000         | \$5,000,000          |
|  | O'Donnell Heights Site Infrastructure                      | \$40,000,000         | \$5,000,000          |
|  | Barclay Streetscape  | \$6,000,000          | \$4,800,000          |
|  | East Baltimore Redevelopment Initiative                    | \$20,000,000         | \$5,000,000          |
|  | Uplands/Frederick Avenue Streetscape                       | \$5,000,000          | \$4,000,000          |
|  | West North Avenue Streetscape                              | \$20,000,000         | \$16,000,000         |
|  | West Baltimore MARC Parking Facilities                     | \$15,000,000         | \$5,000,000          |
|  | <b>SUBTOTAL</b>  | <b>\$131,000,000</b> | <b>\$44,800,000</b>  |
| Economic Growth and Development                                  | Parking Facilities for Gateway South Redevelopment         | \$15,000,000         | \$5,000,000          |
|  | Middle Branch Access Improvements                          | \$20,000,000         | \$16,000,000         |
|  | Southeast Baltimore Access Improvements                    | \$57,000,000         | \$45,600,000         |
|  | Port Landside Access Improvements                          | \$40,000,000         | \$32,000,000         |
|  | Pratt Street   | \$159,000,000        | \$10,000,000         |
|  | Parking Wayfinding and Variable Message Signs              | \$20,000,000         | \$5,000,000          |
|  | Gateway South  | \$20,000,000         | \$5,000,000          |
|  | <b>SUBTOTAL</b>  | <b>\$331,000,000</b> | <b>\$118,600,000</b> |
| <b>TOTAL ALL PROJECTS</b>  |  | <b>\$624,900,000</b> | <b>\$294,800,000</b> |

## Policy Goals





# Federal Policy Goals

## Creating A New, Urban-focused Policy Context for Transportation Reauthorization

Like most urban areas, Baltimore City faces a dynamic set of transportation challenges. For the first time in decades, our population is growing, driving the need for expensive capacity improvements to our roadways and transit systems in places like Canton and Westport. The declining value of State and Federal transportation investments, due to increased construction and material costs and no inflationary adjustment to revenues, make it impossible to keep pace with the basic need to repair bridges and resurface roads. A rising environmental consciousness and increased interest in city-living is yielding calls from our constituents for more transit, bicycle trails, and other alternatives to the single occupant vehicle.

These often conflicting demands underscore the need for a bold, new way of thinking about federal transportation policy. First and foremost, increased investment is needed to meet basic system preservation requirements and to invest in a new, multimodal transportation system capacity. Next, this new investment must give local governments (especially the biggest cities and metropolitan areas) unprecedented flexibility and authority to deliver projects without the crush and maze of federal regulations and tedious (often conflicting) non-regulatory “guidance” that exists today. Finally, the increased investment and flexibility to deliver projects must be focused on a sustainable environmental policy. Federal funding policy should treat all modes of transportation equally.

Under the leadership of Mayor Sheila Dixon, and with support from our State and Federal partners, Baltimore is redefining its role in transportation. Creating a new, urban-focused policy context during the transportation reauthorization process is a critical step to achieving Mayor Dixon’s vision for a cleaner, greener, safer and healthier Baltimore.

### **Increase Federal Transportation Investment; Recognize Metropolitan Areas as the Core Units of Decision Making**

Increased federal funding to bring our roadways, bridges and public transportation systems into a state of good repair should be the cornerstone of the federal transportation reauthorization. Congress must act to shore up the Highway Trust Fund (without raiding the Mass Transit Account) and begin the transition to sustainable, alternative funding sources that meet the long-term needs for transportation investment.

Metropolitan areas – and cities more specifically – contain virtually all of the traffic congestion in the United States, most of the poor air quality areas, and all major freight hubs. Yet State Departments of Transportation control more than 90 percent of all federal highway funding intended to address these areas. Congress should strengthen the role of cities in the transportation decision making process, and improve the capacity of metropolitan planning organizations to support local decision making.

### **Energy Independence, Sustainability and Equity**

Congress should make a national priority of encouraging forms of transportation promoting American energy efficiency and independence. Fostering increased public transit use, ride-sharing, bicycling and walking will all help eliminate our dependence on foreign oil, and begin to roll back today’s dangerous levels of greenhouse emissions. Finally, transit and highway capacity improvements should be placed on a level playing field in terms of federal funding; FTA’s New Starts process should be reformed with a goal of building more, new fixed rail transit lines in all parts of the country.

### **Dramatically Improve the Federal-Aid Project Delivery Process**

For projects using federal funds, the project planning and design process generally takes far longer than the construction of the project. When non-federal funds are used, projects can be out the door with speed and precision. After all, it is the very same planners, engineers and environmental staff or consultants doing the work. Congress should direct the Department of Transportation and the environmental resource agencies to establish a firm, non-negotiable time standard for project review, where federal reviews are necessary.

Further, Congress should expand the types of projects which are automatically eligible for a Programmatic Categorical Exclusion from the National Environmental Policy Act. By Congressional design and eligibility requirements, programs such as Transportation Enhancements, Congestion Mitigation and Air Quality (CMAQ), and system preservation projects which replace existing transportation facilities in-kind (i.e. within their existing footprint), endeavor to improve the environment. Provided that all local and State environmental rules and processes are followed, there should be no need for a federal environmental analysis, which can add months or years to the project delivery process. Once these projects are programmatically excluded from federal environmental review, USDOT and the environmental resources agencies can focus their limited energies on creating a review process on those projects most likely to have an adverse environmental impact. Working together on a more limited set of projects, the approval agencies can eliminate procedural redundancies and focus on environmentally-sound project implementation.



# Local Policy Goals

## Making Reauthorization Work for Baltimore

### **Permit local hiring agreements on federal-aid projects in economically distressed areas.**

Even in the best of economic times, urban communities like Baltimore need the stimulus of public works jobs for our residents. Through Disadvantaged Business Enterprise programs, On-the-Job-Training and support for apprenticeship program requirements, Congress has taken steps to link equal opportunity and workforce development goals with transportation spending. However, federal transportation agencies have blocked the final step in delivering jobs to the communities where the need for employment is the greatest. With the federal transportation reauthorization, Congress should make it clear to USDOT that local hiring agreements should be permitted on any federal-aid transportation project constructed in an economically distressed area. Baltimore residents will benefit from such a policy on projects like the Red Line, where the creation of local jobs for local residents has been identified as the highest priority of many community organizations supporting the project.

### **Require “one-person, one-vote” and a stronger voice for transit at metropolitan planning organizations.**

USDOT Secretary Ray LaHood has indicated that strengthening metropolitan planning organizations (MPOs) as a core decision-making body for transportation investments will be a highlight of the Administration’s reauthorization efforts. As Congress considers such an approach, we hope that Congress will also reaffirm the role of central cities in MPO decision-making by requiring MPOs to be governed by a “one-person, one-vote standard.” In addition, to the extent that State Departments of Transportation remain as voting members of MPOs, an independent voice for public transit must also be heard. In metropolitan areas where transit agencies are not independent of State government, alternative provisions must be made for transit representation on the MPO governing board. Baltimore residents will benefit from such a policy as their voice and needs are given sufficient representation at the metropolitan planning organization.

### **Encourage mentoring by Disadvantaged Business Enterprises.**

Whether real or perceived, the complexity of the DBE certification process and reporting requirements is a barrier to participation by many small firms. Established firms with DBE status that win federal-aid contracts are in a unique position to help strengthen smaller firms which have faced similar disadvantages. Congress can help facilitate the growth of disadvantaged firms by requiring DBE goals to be met even when the prime contractor is a DBE. It can also help by allowing a firm (certified under State or local government minority/women-owned business participation rules) to perform as a subcontractor on federal-aid projects. Baltimore residents will benefit from such a policy as more local firms enter the market for federal-aid contracts.

### **Encourage railroads to be “good neighbors.”**

In a regional and national context, railroads are among the most environmentally friendly of transportation modes. Railroads use a tenth of the fuel as trucks to haul the same cargo the same distance and produce a third of the emissions. But for local governments, large railroads are too often nothing more than a nuisance. Problems which may seem small or intractable to large, national railroads are often major irritants to local governments: trash-strewn rights-of-way, unsightly bridges in need of cleaning and repainting, unsafe bridge structures and grade crossings, and notification of hazardous material shipments, among others. Phone calls and letters from local officials to the railroad, many times offering to handle the problem on behalf of or at no cost to the railroad, go unanswered; it is oftentimes as if the railroads have no regard for the communities through which their trains pass. Congress should direct the Surface Transportation Board and Federal Railroad Administration to develop “Good Neighbor” requirements for the nation’s freight and passenger railroads. Baltimore residents would benefit from such a policy through improved cooperation with the nation’s railroads to address a myriad of quality of life issues along railroad rights of way.

## Technical Corrections

In order to take full advantage of High Priority Projects designated by Congress through the enactment of SAFETEA-LU, the following technical corrections are requested:

- Section 1702, Project No. 334 – Permit funds intended for fringe/corridor parking facility at Clinton Street and Keith Avenue to be used “in the vicinity of Clinton Street and Boston Street” and allow for the relocation of any publicly-owned buildings, and construction of bulkhead and promenade as a wholly-reimbursable cost of the project.
- Section 1702, Project No. 1454 – Permit funds intended for Historic Preservation and Traffic Improvements along Liberty Heights Avenue and Druid Hill Park in Baltimore to be used additionally for site improvements and to remain available until expended.
- Section 1702, Project No. 4311 – Permit funds intended for Roadway access improvements, boardwalks, and pier construction at Hanover Street and West Cromwell, Baltimore to be used additionally for site improvements and to remain available until expended.



## Building the Baltimore Region Rail System Plan



# Red Line Transit Project



The Red Line Transit Project is a 14-mile east-west transit line that will provide a connection between the Woodlawn area of Baltimore County, West Baltimore communities, downtown Baltimore, Inner Harbor East, Fells Point, Canton, and the Johns Hopkins Bayview Medical Center — making travel in this heavily congested corridor simpler, faster and cheaper. It is also the next step in building out the 103-mile Baltimore Region Rail System Plan, which will connect nearly every corner of the region with high quality public transit.

Since taking office, Mayor Dixon has aggressively promoted the Red Line Transit Project, leading a May 2008 Red Line Community Summit, appointing a high-profile Red Line Coordinator for City government and providing more than 60 community, business and government leaders with the opportunity to tour existing light rail projects across the United States. In her 2009 State of the City address, Mayor Dixon praised once-skeptical community leaders for working with City government to advance the project.

“In the past year, we have seen neighbors come together with City government in partnership with the State to define success for the Red Line – not just as a transportation project, but to serve as a blueprint to strengthen neighborhoods, restore our environment and put Baltimore to work,” she said. More than 70 community organizations signed on to the Red Line Community Compact, which sets forth goals, strategies and accountability mechanisms to the guide planning, design and construction of the Red Line. Emphasis is placed on the creation of jobs, economic opportunities and housing options, while preserving Baltimore’s unique urban environment, its neighborhoods and its historic districts.

With community leaders getting more comfortable with the project, Mayor Dixon and Baltimore County Executive Jim Smith announced their preferred alignment solution in December 2008. Together, they endorsed Alternative 4C, a high-quality light-rail alternative with strategic portions in a tunnel along Cooks Lane and through downtown and Fells Point. When built as a light rail line with sections in a tunnel, the Red Line will operate much like a subway, with fast, reliable travel from east to west. Alternative 4C connects directly to the Light Rail, Metro Subway and MARC Train – weaving together our many rail lines into a comprehensive transit system.

Through the federal transportation reauthorization, we can take the Red Line Transit Project from off of the drawing boards and into construction.

**Current Project Status:** Locally Preferred Alternative to be announced late Spring 2009  
**Total HPP Funding Request:** N/A  
**Congressional District:** 3rd, 7th  
**Supporting Stakeholders:** More than 70 community, business and civic organizations have endorsed the project through the Red Line Community Compact

# Green Line Transit Project



The Green Line, a proposed extension of the existing Baltimore Metro Subway from Johns Hopkins Medical Center to Morgan State University, is identified as a Priority Project in the 2002 Baltimore Region Rail System Plan. Since 2007 [as State and Federal funds become available] MTA has been actively engaged in project planning efforts in order to maintain a pipeline of rail transit projects for final design and construction. Mayor Dixon, the Baltimore City House and Senate Delegations, and institutions in the corridor have championed the Green Line, albeit while maintaining the Red Line as the City's top rail transit priority. To this end, the City fought successfully to add \$125 million for the final engineering phase in the region's long range transportation plan.

Extending the Green Line from Johns Hopkins Hospital will have many positive impacts for the City:

- Serving Morgan State University and its 7,000-student ridership base, providing excellent access to this important City institution and strengthening the University's economic position within the region.
- Capturing thousands of commuters at the northern City boundary and moving them to a high-quality transit option, reducing auto emissions and traffic congestion in the corridor.
- Strengthening neighborhoods like Northwood, Ednor Gardens, and Lauraville, and connecting them conveniently to Baltimore's economic base downtown and at the Johns Hopkins Medical Institutions.

While construction is not likely in the five-year authorization period, the City hopes that MTA will be able to bring this project through the engineering process and be ready to move into construction during the next transportation reauthorization process.

**Supporting Stakeholders:** Morgan State University, Good Samaritan Hospital, Johns Hopkins Medical Institutions, East Baltimore Development, Inc.



# MARC Bayview and East Baltimore Stations



The State of Maryland Commuter Rail System (MARC) is a critical component in managing regional mobility in the I-95 corridor between the Delaware State Line and Washington, DC. Through its MARC Growth and Investment Plan, the Maryland Transit Administration (MTA) has articulated a vision for tripling system capacity by 2035, including additional service between Baltimore and Harford County. As part of its reauthorization request, the Maryland Transit Administration is requesting more than \$150 million for track improvements, rolling stock, maintenance facilities and a new station at BWI Airport. These improvements will allow additional MARC service to Harford County, in response to growing general demand as well as Base Realignment and Closure (BRAC)-related growth coming to the U.S. Army facility at Aberdeen Proving Ground, Maryland and improve the connection to BRAC-related growth at Fort Meade. Baltimore City supports these requests and makes the following additional requests:

## **Bayview MARC Station and Multimodal Transit Center**

The Bayview MARC Station and Multimodal Transit Center is proposed to take advantage of an intersection of the Amtrak Northeast Corridor, the planned Red Line Transit Project, and the adjacent I-95 and I-895 on- and off-ramps. It would provide more transportation connectivity at one point than any other facility in the region. A Bayview Multimodal Transit Center, with MARC service at its core, has long been a priority of the Johns Hopkins Bayview Medical Center in order to strengthen its relationship with the National Institutes of Health in Washington, DC. While much more coordination needs to be done with Amtrak and MTA, the City of Baltimore has recently initiated a project development study on the multimodal center, in anticipation of potential federal funds, through designation as a High Priority Project.

## **East Baltimore MARC Station**

A new East Baltimore MARC Station, roughly at the intersection of Broadway and the Amtrak Northeast corridor, would provide a significant boost to the revitalization of the communities just north and east of Johns Hopkins Medical Institutions. While much more coordination needs to be done with Amtrak and MTA, a recent feasibility study performed by East Baltimore Development, Inc. shows great ridership potential and no fatal engineering flaws for such a station. EBDI is also completing its project area Master Plan, and projects a build-out of an additional 4 million square feet of commercial, residential and civic space. When connected to the extension of the Green Line Metro Subway, this MARC station connection will provide a breakaway Transit Oriented Development opportunity that would maximize transit ridership, real estate value and tax base for Baltimore City.

Taken together, the above station designations along the Amtrak Northeast Corridor, and the investment sought by MTA in the track and rolling stock infrastructure, will have a transformative effect on the Baltimore region.

**Current Project Status:** Feasibility studies have been completed for both stations

**Total HPP Funding Request:** \$75 million per station

**Congressional District:** 3rd, 7th

**Supporting Stakeholders:** *Bayview:* Johns Hopkins Bayview Medical Center, Southeast Neighborhood Development (SEND), Greektown CDC, Southeast CDC. *East Baltimore:* East Baltimore Development, Inc., Johns Hopkins Hospital, Oliver Community Association



# Charles Street Trolley



The Charles Street Trolley would traverse a 3.5 mile corridor from the Inner Harbor to University Parkway in Charles Village.

Drawing from experiences in cities across the country and around the world, the streetcar is expected to enhance livability, connect destinations, and boost business and development activity along the route. The project is gaining momentum within Baltimore City as an opportunity to link numerous neighborhoods, cultural destinations, educational institutions and business districts with high quality reliable transit in the corridor.

A fixed rail streetcar/trolley combined with City policies that support and focus reinvestment in the corridor would concentrate development in the Downtown/Midtown core to build a livable, economically stable urban core and promote the concept of sustainable full-service city living

beyond the harbor. Dallas, Seattle, Portland, Boston and Tampa have had tremendous success with their streetcar programs. Dozens of other cities have trolley projects under active consideration, design or construction.

As currently proposed, the Trolley would be owned and operated by a quasi-public agency of the City of Baltimore. Design and construction would be funded from the Federal Transit Administration's Small Starts Program, local bond revenues and traffic mitigation payments by developers in the corridor. Operating funds would come from fare and advertising revenues, annual contributions from large, non-profit institutions (in lieu of property tax payments), and City parking taxes. Opening year ridership is projected at 1.56 – 2.94 million riders per year, depending on the level of bus service changes instituted by MTA in the corridor.

**Current Project Status:** Engineering feasibility, cost and ridership studies have been completed. Small Starts application could be submitted as early as January 2010; if successful, final design could begin in mid-2010

**Total HPP Funding Request:** Authorization only

**Congressional District:** 3<sup>rd</sup>, 7<sup>th</sup>

**Supporting Stakeholders:** Charles Street Development Corporation, Johns Hopkins University, Station North Arts & Entertainment District, Baltimore Area Convention and Visitors Association

## Campaign for Active Transportation



# Bike Station Pilot Project



**Current Project Status:** This project is currently in the planning stage

**Total HPP Funding Request:** \$2.4 million

**Congressional District:** TBD

**Supporting Stakeholders:** Downtown Partnership of Baltimore, Maryland Transit Administration, Baltimore Bicycling Club, One Less Car



With the creation of nearly 100 miles of new bicycle lanes and trails in Baltimore City over the past 5 years (and with the leadership of a Mayor who bicycles with City employees and residents twice a week), Baltimore City is emerging as one of the best bicycling locales in the country. In order to cement Baltimore's reputation as a biking town, we need a signature facility that can serve bicycle commuters and recreational bicyclists alike in meeting their bicycling needs: 24-hour access to secure bike parking and rentals, shower facilities and changing areas, bike maintenance and accessory purchases, visitor information, etc.

The City of Baltimore has begun discussions, with BikeStation, a California-based non-profit organization, to create just such a facility in Baltimore, to be co-located with an existing or proposed rail transit station. High Priority Project funding will be used to create the Bikestation Pilot Project in Baltimore, including construction of indoor bicycle parking facility. The City will then either directly operate the BikeStation or issue a Request for Proposals for a commercial or non-profit operator.



# Herring Run Trail



The Herring Run Park recently received \$2 million in state funds for park and trail improvements between Morgan State University and Sinclair Lane. Surrounded by communities of Belair-Edison, Acadia, Lauraville, Parkside, Paradise Armistead Gardens, and Claremont-Freedom, the Herring Run Trail has potential for expansion. Many side trails currently exist for mountain bikers and hikers along Herring Run that extend both to the north and south into Baltimore County.

Extensive greenway and open space exists beyond the designated trail. Further extensions southerly would allow a more complete neighborhood connection with job centers, schools, community centers, health facilities and transit hubs. While the existing trail is characterized as an urban oasis, a complete trail system could become an active transportation thoroughfare, enabling more citizens to commute through a greenway.

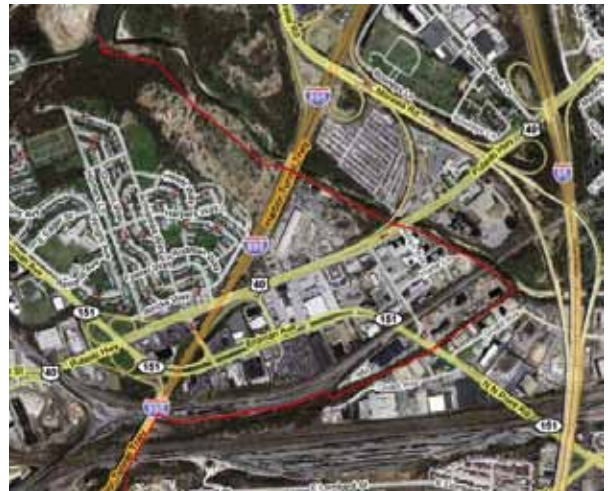
Coupled with the development of the Redline metro line and improved MARC facilities, the Herring Run extension would provide a multi-modal link, thus encouraging less automobile use by area citizens, improving the overall health of the community and decreasing carbon output.

**Current Project Status:** This project is currently in the planning stage. Stakeholder meetings have yielded support for expanding the Herring Run Trail system

**Total HHP Funding Request:** \$3.2 million

**Congressional District:** 2<sup>nd</sup>, 3<sup>rd</sup>

**Supporting Stakeholders:** Herring Run Watershed Association, Parks & People, Morgan State University, Neighborhoods of Greater Lauraville





# Baltimore & Annapolis Trail – Cherry Hill / Westport Extension



*Rail with trail in downtown Seattle, Washington similar to the Baltimore & Annapolis – Northern Extension*

The northern extension of the Baltimore & Annapolis Trail would connect the Gwynns Falls Trail, the BWI Trail and planned Masonville Cove Trail, establishing a scenic route through metropolitan Baltimore as well as becoming part of the East Coast Greenway – an asset to residents and tourists alike. Sufficient right-of-way exists along much of MTA's Central Light Rail Line; and, with an easy grade, commuters and recreational cyclists would have direct access to downtown Baltimore from Cherry Hill, Baltimore Highlands, Linthicum, Glen Burnie and Annapolis.

While the majority of this trail would not require major improvements, High Priority Project funding would be used to make necessary on-street improvements and to reestablish a trail connection over the Patapsco River. A bicycle-pedestrian bridge over Patapsco Avenue may also be required, depending on selection of the final alignment. The creation of this trail would provide an active transportation connection between numerous transit-dependent communities and major employment centers, and provide a much needed recreational amenity to underserved communities.

**Current Project Status:** This project is currently in the planning stage  
**Total HPP Funding Request:** \$12 million  
**Congressional District:** 2nd, 3rd  
**Supporting Stakeholders:** Maryland Department of Transportation, Gwynns Falls Trail Council, Recreation & Parks, Baltimore Bicycling Club



*Preliminary route of the Baltimore & Annapolis – Northern Extension*

# Middle Branch: CSX Swing Bridge and Gwynns Falls Trail Connection



**Middle Branch Bicycle & Pedestrian Bridge**

The abandoned CSX railroad bridge over the Middle Branch of the Patapsco River is being acquired by the Trust for Public Land and has been evaluated for conversion to a bicycle & pedestrian bridge. The Baltimore City Department of Transportation's evaluation, conducted jointly with TPL, revealed significant structural deficiencies, making the conversion infeasible, without a major investment of public and private funds.

A trail connection across the Middle Branch remains a goal of the community, as outlined in the Middle Branch Master Plan. As private and public development begin in the area, having an active transportation connection linking emerging developers on the eastern and western shores of the Middle Branch becomes vital. On the east shore, Swann Park is a newly refurbished park featuring lighted ball fields and the Center for Aquatic Life and Conservation is soon to be under construction. On the west shore, construction progresses on the Westport Waterfront, a transit-oriented development offering new residential and commercial development and public open space along the green shoreline.

The Gwynns Falls Trail follows the western shoreline from the Inner Harbor to Harbor Hospital, passing the bridge approach along the way. An existing Light Rail stop at Westport creates a multi-modal system with the trail. As South Baltimore residents are currently segregated by water, interstate and railroads, a bridge connection will provide easy access to both rail and trail. Coupled with the proposed B&A northern extension to Cherry Hill and Westport, this bridge would serve as a major hub in the South Baltimore trail system.

**Current Project Status:** Structural evaluation of existing structure complete;  
Concept design underway  
**Total HPP Funding Request:** \$5 million  
**Congressional District:** 2nd, 3rd  
**Supporting Stakeholders:** Gwynns Falls Trail Council, Trust for Public Lands

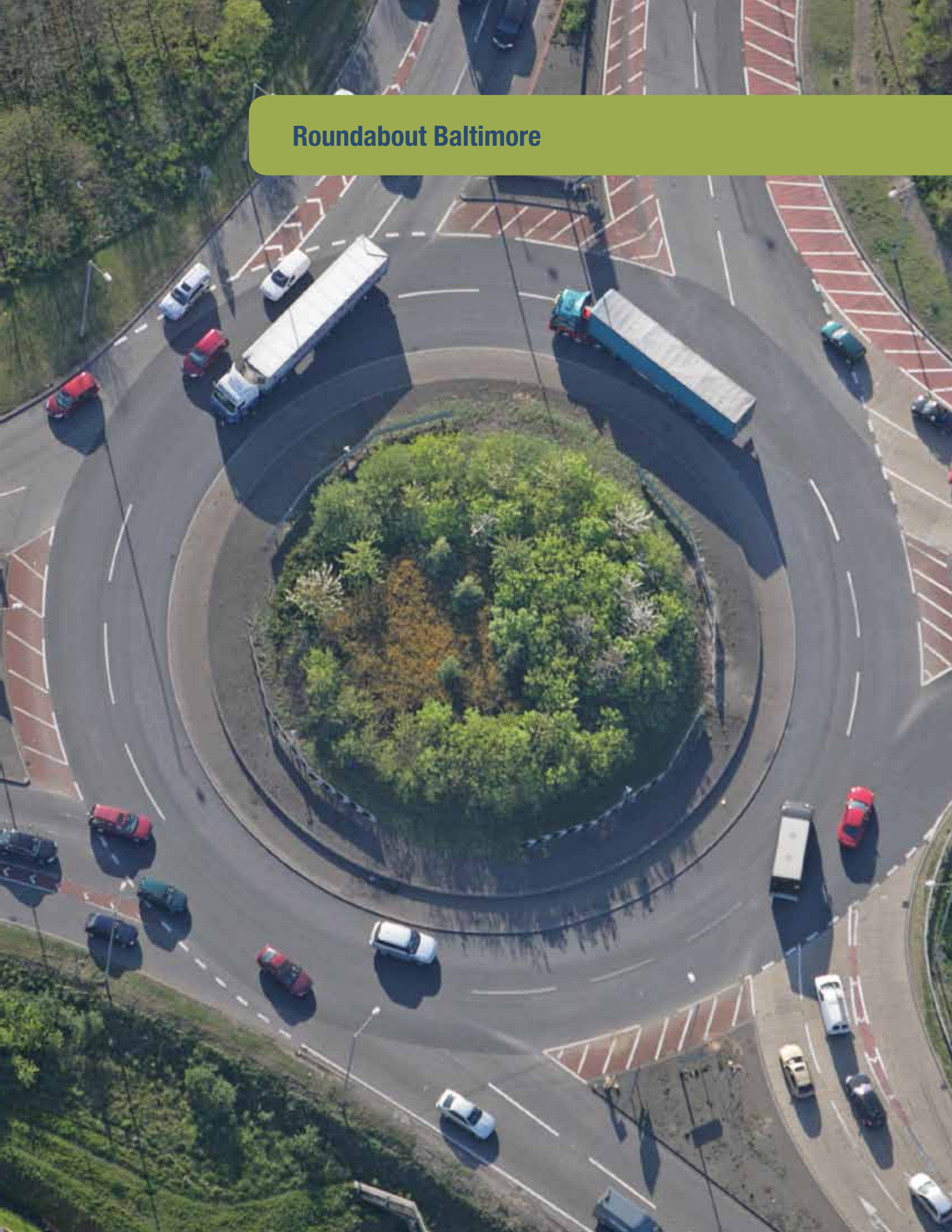


**Top: Artist's rendering of a similar bridge in Jupiter, Florida**

**Bottom: Existing railroad bridge across the Middle Branch**



## Roundabout Baltimore



# Key Highway and Light Street Intersection Federal Hill Gateway Project



The intersection of Key Highway and Light Street represents the gateway to the historic Federal Hill community and the key connection from the south to the Inner Harbor, Maryland Science Center and Rash Field. Since the Federal Hill Main Street program began in October of 2000, over 70 new businesses have opened and stayed open in Federal Hill; 14 businesses have expanded. With the help of Main Street matching façade grant and architectural assistant programs, over 40 local businesses have improved their building façades, giving the neighborhood a quick facelift.

Now, a major gateway feature – the creation of an urban roundabout at Key Highway and Light Street – is proposed to further strengthen this community and improve pedestrian and vehicular safety. The project will create a more pedestrian-friendly street crossing and gateway that welcomes tourists to the Federal Hill area from the Inner Harbor, with a brick crosswalk, enhanced street lighting and new landscaping. Vehicular traffic will orbit around the traffic circle and at the center, a fountain, sculpture or statue can be

included to serve as a focal point. This concept will have a significant positive impact on the streetscape and spatial quality of this important intersection, attracting visitors beyond the Inner Harbor and into one of Baltimore’s great neighborhoods.



**Current Project Status:** This project is currently in the planning stage

**Total HPP Funding Request:** \$4.8 million

**Congressional District:** 3<sup>rd</sup>

**Supporting Stakeholders:** Baltimore Development Corporation, Federal Hill Main Street



# 33rd Street Corridor Improvement Project



The 33rd Street Corridor represents the best that Baltimore has to offer. On the western edge, the world-renowned Johns Hopkins University and Baltimore Museum of Art; in the center, economically stable and socially diverse residential communities like Charles Village, Waverly, Ednor Gardens and Coldstream-Homestead Montebello; and on the eastern edge, important environmental features such as Lake Montebello and Clifton Park. Important community institutions like Union Memorial Hospital, Baltimore City College, Mergenthaler Vocational-Technical High School, Stadium Place senior community, YMCA, Johns Hopkins Eastern Campus and the Emerging Technology Center also provide strength to the corridor.

For all of its strength, the 33rd Street Corridor presents several transportation challenges and opportunities. These include improving traffic flow and safety, pedestrian connectivity, providing priority to the many bus routes in the corridor and rehabilitating an infrastructure which is particularly worn at critical intersections. Through the 33rd Street Corridor Improvement Project, the following specific projects will be accomplished:

- Create a modern urban roundabout at the intersection of 33rd Street, Barclay Avenue and University Parkway to improve traffic and pedestrian safety near the Waverly Farmer's Market.
- Create a modern urban roundabout at the intersection of 33rd Street, Hillen Road, 32nd Street and Curran Drive to improve traffic and pedestrian safety near Lake Montebello.
- Resurfacing, geometric improvements, landscaping, street lighting and curb/sidewalk repairs along 33rd Street, between Charles Street and Hillen Road; and on Greenmount Avenue between 29th Street and 35th Street.

**Current Project Status:** Project planning will begin upon designation as high priority project

**Total HPP Funding Request:** \$8 million

**Congressional District:** 7<sup>th</sup>

**Supporting Stakeholders:** Waverly Main Street Partnership, Govans Ecumenical Development Corporation, Greater Homewood Community Corporation, Johns Hopkins University



# Seton Hill Roundabout



## Seton Hill Community Roundabout and Traffic Calming Project

The historic Seton Hill community on the northwest edge of downtown sits at the intersection of several well-traveled thoroughfares: North Paca Street, Druid Hill Avenue, Center Street, Pennsylvania Avenue, and is bounded by Martin Luther King, Jr. Boulevard and Mulberry Street (US 40) to the south. Waves of traffic cut through the neighborhood every morning and afternoon, limiting community cohesion and making it difficult for residents to walk in their own community. Over the years, minor intersections have been closed in order to reduce some of the cut through traffic, but this has limited the ability of the Police Department to patrol the Seton Hill neighborhood effectively.

Working with the Baltimore City Departments of Planning, Transportation and Police, neighborhood leaders have engaged constructively to create a traffic management plan that will serve commuters and residents in a balanced manner, improve walkability and make the neighborhood safer. Elements of the project include:

- The creation of a small, urban roundabout at the intersection of Druid Hill Avenue, St. Mary St., North Paca St. and Centre St.
- Resurfacing, geometric improvements, landscaping, street lighting and curb/sidewalk repairs on adjacent streets within 2 blocks of the roundabout

Completion of this project will help stabilize the Seton Hill neighborhood and provide a complement to the State Center revitalization project just a few blocks to the north. In addition, this project will improve access to local historical and cultural institutions such as the Mt. Calvary Baptist Church, the Baltimore Urban League, Arena Players theater and St. Mary's Park.

**Current Project Status:** Project planning and environmental documentation are underway

**Total HPP Funding Request:** \$2.4 million

**Congressional District:** 7<sup>th</sup>

**Supporting Stakeholders:** Seton Hill Improvement Association, Baltimore Urban League

# Park Circle



## Park Circle: A New Gateway to the Park Heights Communities

The junction of Park Heights Avenue, Greenspring Avenue, Reisterstown Road and Druid Park Lake Drive is one of the most confusing and dangerous intersections of the City and a lackluster gateway to the Park Heights Renaissance area. The Park Circle project will form a modern urban roundabout which reduces auto and pedestrian accidents, improves air quality by limiting vehicle delay and creates a dramatic feature to welcome travelers to the Park Heights communities. In addition, the new Park Circle will appropriately frame the northern entrance to Druid Hill Park and the Baltimore Zoo.

At a cost of approximately \$9 million, the Park Circle project will have very positive benefits for the community and for travelers in the area by:

- Eliminating the potential for head-on collisions and reducing traffic accidents by an estimated 40%. In 2007, 20 serious accidents occurred at this intersection.
- Reducing the potential for pedestrian injuries and fatalities by an estimated 50%.

- Reducing traveler delay by an estimated 40%, which in turn reduces auto emissions. This is particularly important in the Park Heights community, which suffers from abnormally high childhood asthma rates.
- Improve circulation patterns and access to the Park Circle Business Center and Baltimore City Community College for those traveling from the south and east, due to the current prohibition on left turns from Reisterstown Road to Druid Park Drive.
- Provide an important gateway feature to spur and signify the renaissance of the Park Heights communities.

**Current Project Status:** Project planning and environmental documentation are underway

**Total HPP Funding Request:** \$7.6 million

**Congressional District:** 7<sup>th</sup>

**Supporting Stakeholders:** Park Heights Renaissance Corporation, the Baltimore Zoo, Parks and People Foundation



## Reconnecting Baltimore





# US-40: The Highway To Somewhere



Since the late 1970s, the US 40 freeway between Pulaski Street and Martin Luther King, Jr. Boulevard has been a scar on West Baltimore communities – dividing neighbors north and south, and depressing land values in the surrounding areas. Now comes an opportunity to reverse a transportation injustice and add great value to West Baltimore neighborhoods. Throughout the United States, cities such as Seattle, Philadelphia, Columbus and Los Angeles have “capped” interstate highways and utilized air rights above them for new development and parks.

The City and West Baltimore communities believe that the primary function of the existing Route 40 freeway should, over time, be transformed from providing high speed auto access between the West Baltimore MARC station and the edge of downtown Baltimore, to providing an area for infill development, parks and open space. By capping over portions of the freeway, the character of the community can evolve and the community fabric can be re-sown. Traffic would continue to flow under the freeway caps.

Already, the UM Biopark and Poppleton redevelopment initiative have shown that there is a definite private sector interest in this section of West Baltimore. When the Red Line is built in this corridor, with stations at the West Baltimore MARC and at Carey Street, there will be a tremendous opportunity to leverage the capped freeway with private investment opportunities.

Capping portions of US-40 will also bring positive environmental benefits and more active and healthy lifestyles. According to the Watershed 263 Coalition and the Parks and People Foundation, open space in this section of West Baltimore is disconnected, unevenly distributed, and does not support urban ecosystem functioning. Much of the open space is of little use to people and contributes little if anything to quality of life. One block of capped freeway alone would create 6 – 8 acres of green space.

**Current Project Status:** A feasibility study to determine the engineering, regulatory, maintenance, and transit issues relating to a freeway cap for open space or development has been completed

**Total HPP Funding Request:** 11.2 million

**Congressional District:** 7<sup>th</sup>

**Supporting Stakeholders:** West Baltimore Coalition, La Cite (Poppleton Redevelopment), Parks and People Foundation, Watershed 263 Coalition



# I-83/Amtrak at Penn Station: Charles North Vision Plan



The Lanvale/Penn Station project is part of a recently completed Physical Development Plan as one of four crucial anchor development projects needed to reverse nearly 40 years of disinvestment that the Charles North community has endured. Charles North is situated at the geographic and demographic crossroads of the city, midway between the Inner Harbor and Johns Hopkins University campus and bordered by upscale neighborhoods to the north, west and south, with historic Charles Street and North Avenue at its center point.

Given the historic significance of Penn Station as transportation gateway to the City of Baltimore, the Lanvale/Penn Station redevelopment project offers the potential for major expansion and enhancement development of the Amtrak property to make it not only an improved transit center, but a major mixed-use destination, including an iconic public open space.

High priority project funds would be used by the City, State and Amtrak consortium to improve the existing Amtrak Penn Station facility, expand the station across the tracks to the north and link it to the Amtrak owned surface parking lot on Lanvale Street. If funds permit, decking over portions of the track or I-83 would be done to improve pedestrian connectivity in the area.

The mixed-use development of the Amtrak property could provide highly desirable housing opportunities for commuting employees in Washington and the region, as well as local residents. The new addition could include a retail atrium, office and residential/conference hotel space to augment the boutique/hotel currently under planning for surplus space in the existing station. Air rights development above the rail tracks, from Charles Street to Saint Paul Street, could also offer space

for a major park facility, serving as a central public gathering space for outdoor dining, entertainment venues and other recreational purposes. Underground parking beneath the Amtrak Lanvale site would accommodate approximately 1,100 spaces, in both robotic and conventional parking garage structures, replacing the current 250 space surface lot.

In order to be successful, the entire project requires a dramatic new partnership between the City of Baltimore, State of Maryland, Amtrak, the Central Baltimore Partnership and a collection of developers and institutions and community organizations in the area.

**Current Project Status:** This project is currently in the planning stage, with a Working Group, including Amtrak, the City and MDOT, together with neighborhood participation, focused on final planning for site development and phasing

**Total HPP Funding Request:** \$8 million

**Supporting Stakeholders:** Baltimore Development Corporation; Maryland Institute College of Art; University of Baltimore; Charles North Community Association; Station North Arts and Entertainment District; Central Baltimore Partnership; surrounding community organizations; private property owners; Goldseker Foundation

# Jones Falls Boulevard



There is increased recognition that elevated interstates and major highways in downtown areas often act to divide neighborhoods, depress land values, and impede new development. San Francisco, Boston and New York City have proved to be successful in removing elevated highways and replacing them with at-grade urban boulevards. Removing elevated portions of I-83/JFX closest to downtown (south of Chase Street) to create an at-grade, multi-modal boulevard with new linear parks and new development opportunities east of the JFX would be a major, but invaluable undertaking for Baltimore.

The revival of the Oldtown Mall area and development of surface parking lots along Fallsway are among the opportunities of a re-imagined Jones Falls Boulevard. Current engineering studies are evaluating the remaining structural lifespan of the elevated portions of the JFX, which could provide the engineering and financial rationale for reconstructing the freeway as an inviting urban neighborhood. At a minimum, High Priority Project funding will be used to fully evaluate the traffic and civil engineering issues associated with tearing down the lower portion of the Jones Falls Expressway. To the extent that the tear-down is deemed infeasible,

funds will be used to improve the aesthetics of the bridge structure, provide lighting and security, and otherwise make it possible to reconnect the Midtown neighborhoods with areas to the east.

**Current Project Status:** The Department of Transportation has initiated a feasibility study to determine the engineering, regulatory, maintenance and traffic issues related to the deconstruction of the Jones Falls Expressway  
**Total HPP Funding Request:** 2.4 million *(Engineering only)*  
**Congressional District:** 3<sup>rd</sup>, 7<sup>th</sup>  
**Supporting Stakeholders:** Edison Properties, Old Town communities, Baltimore Development Corporation, Jonestown Planning Council





## Bridge Rehab & Replacement



# Radecke Avenue Bridge over Moore's Run



**Current Project Status:** Preliminary Planning

**Total HPP Funding Request:** \$2 million

**Congressional District:** 2<sup>nd</sup>

**Bridge Sufficiency Rating:** 51.5

The Radecke Avenue Bridge, which travels over Moore's Run, connects the historical Frankford, Cedmont and Cedonia neighborhoods of the northeastern portion of Baltimore City.

This bridge, originally built in 1930, and widened in 1960, carries two lanes of traffic with a daily average of nearly 10,000 motorists, including approximately 500 trucks serving nearby industrial parks.

This bridge has recently been rated as structurally deficient, with structure rating of 3. Bridges with a Structure Rating of 2 are often forced to be closed. Several of the components of this bridge are also severely deteriorated.

In order for this bridge to be considered structurally acceptable, full replacement is recommended.



# Annapolis Road Bridge over B/W Parkway



**Current Project Status:** Preliminary Planning

**Total HPP Funding Request:** \$9.6 million

**Congressional District:** 2<sup>nd</sup>

**Bridge Sufficiency Rating:** 35.2

The Annapolis Road Bridge over the Baltimore Washington Parkway connects Industrial areas of southwestern Baltimore City to Patapsco Avenue and on to I-95. This bridge, originally built in 1919 and rehabilitated in 1949, carries two lanes of traffic with a daily average of nearly 7,000 motorists, including over 800 trucks serving nearby industrial parks.

This bridge has recently been rated as structurally deficient. Several of the components of the bridge are severely deteriorated, to the point that a temporary support system was installed under the bridge in order to maintain traffic.

The Annapolis Road bridge has been restricted to vehicles of less than 48,000 lbs. due to deterioration of supporting beams. Such a restriction causes significant delays to local industrial businesses and distribution centers, as trucks must currently detour around the Annapolis Road bridge. In order for this bridge to be returned to its intended purpose, full replacement is required.

# Lafayette Bridge Avenue over Amtrak



**Current Project Status:** Preliminary Planning

**Total HPP Funding Request:** \$16 million

**Congressional District:** 7th

**Bridge Sufficiency Rating:** 48.5

The Lafayette Avenue Bridge, across the AMTRAK Northeast Corridor is an important connection for local circulation in the West Baltimore neighborhoods of Harlem Park, Midtown-Edmondson, Sandtown-Windchester, Rosemont, Bridgeview-Greenlawn and Evergreen Law.

This bridge, originally built in 1931, and last rehabilitated in 1979, carries two lanes of traffic with a daily average of 7,000 motorists.

The Lafayette Avenue bridge has recently been rated as structurally deficient, and several of components of this bridge are severely deteriorated.

In order to fully replace this bridge, significant costs will be borne by the City of Baltimore to maintain the safety of trains moving through the area and to continue pedestrian access between the adjacent communities. In addition, preliminary indications are that some environmental remediation may be necessary in or along the AMTRAK right-of-way.

# Harford Road Bridge over Herring Run



The Harford Road (MD-147) Bridge over Herring Run Park is in need of full replacement due to deteriorating of major structural elements. The replacement project will be particularly complicated because of its very unique design, three span concrete filled arch bridge and surrounding parkland, schools and neighborhoods.

The design was patented at the time of construction, and it is important to all involved in the project to build a new structure that maintains the legacy and tradition of the original bridge. Because the bridge is located on Harford Road, a major north - south gateway for 20,000 motorists coming into and out of the City and crosses a major Park and waterway

used by thousands of pedestrians, cyclists and athletes, disruption must be kept to a minimum. In order to develop a workable placement plan for the bridge and the surrounding communities, the City of Baltimore was the first muninciple participant in the Federal Highway Administration’s Accelerated Construction Technology Transfer (ACTT) program.

Based on the peer review process of ACTT, the City of Baltimore has decided to close the bridge in its entirety for 12 – 15 months and complete the reconstruction in one phase. (A staggered approach would have caused major traffic and community disruption for at least three years.) The Department of Public Works has accelerated its schedule for stream restoration and sanitary sewer work in the Herring Run Watershed to coincide with bridge reconstruction, and the Department of Recreation and Parks will fund park rehabilitation efforts as part of the bridge contract in order to provide the community with an enhanced recreational facility when construction is completed.

**Current Project Status:** Preliminary Planning

**Total HPP Funding Request:** \$11.2 million

**Congressional District:** 3<sup>rd</sup>

**Bridge Sufficiency Rating:** 39.2

# Edmondson Avenue Bridge over Gwynn's Falls



The Edmondson Avenue Bridge over the Gwynn's Falls and the CSX Railroad, carries more than 40,000 motorists per day between Southwestern Baltimore City, Baltimore County and downtown Baltimore. The bridge, originally built in 1907 and last rehabilitated in 1970, has recently been restricted to vehicles of less than 48,000 lbs. due to deterioration of the supporting beams. A temporary support system was just installed under the south side of the bridge to maintain traffic access while the bridge replacement design is completed.

Once under construction, the new Edmondson Avenue bridge will also accommodate the Red Line Transit Project, thus limiting community, traffic and environmental disruption to just one construction cycle. Adding load bearing capacity and additional width to carry the Red Line adds approximately \$12 million to the cost of the bridge replacement project,

but makes the Red Line a more financially competitive project. Also adding to the cost of the project is the requirement to construct a temporary foot bridge for pedestrian traffic during construction, as well as design elements which restore the historical nature of the bridge structure. The total bridge cost is expected to be between \$32 and \$35 million.

**Current Project Status:** Design & Environmental Documentation under way

**Total HPP Funding Request:** \$25.6 million

**Congressional District:** 7<sup>th</sup>

**Bridge sufficiency rating:** 48.4





## Neighborhood Development & Revitalization



# Oldtown/Somerset Homes Site Infrastructure



## Reconnecting Neighborhoods: Oldtown/Somerset Homes

Somerset Homes is a former public housing development located in the Oldtown community, which is adjacent to downtown and in close proximity to the Johns Hopkins' medical campus. These connections were noted as one of the primary community assets during a recent master planning process, which envisions approximately 1,700 units of new housing, of which nearly 50% will be affordable. A central concept of the plan is making it possible for residents to live and work without a car, thereby increasing their housing affordability. However, current street and circulation patterns make it difficult for pedestrians and bicyclists to take advantage of these connections.

Changing the physical environment – in particular, the feeling that Oldtown is little more than a commuter thoroughfare – will be critical to attracting both new investment and new residents. Clearly delineated pedestrian access and pedestrian-scale amenities can make Oldtown the choice neighborhood for those who choose to live car-free.

Funding from designation as a High Priority Project will be used to integrate the redeveloped Somerset Homes into the Oldtown community and to provide clear and easily-accessed connections to downtown and east Baltimore by redesigning the street grid, creating pedestrian and bicycle paths and changing the institutional nature and appearance of the community in accordance with the Master Plan's recommendations.

**Current Project Status:** Somerset Homes demolition began in mid-2008; Oldtown property acquisition and master plan is nearly complete. Funding for infrastructure remains a barrier to redevelopment

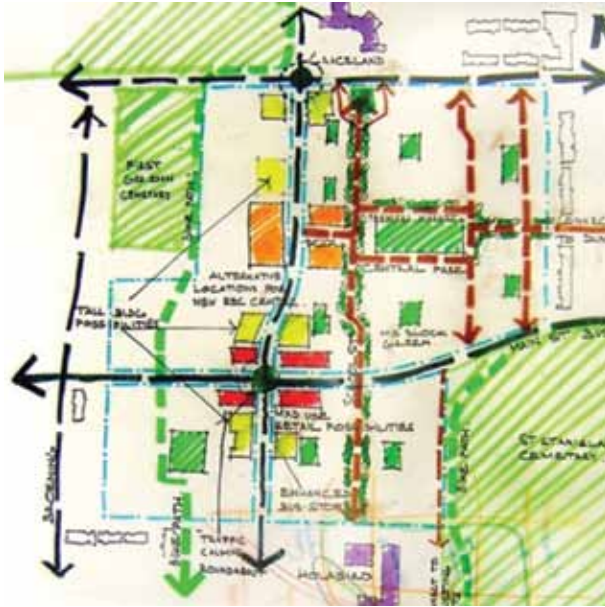
**Total HPP Funding Request:** 5 million

**Congressional District:** 7<sup>th</sup>

**Supporting Stakeholders:** Oldtown Community Association, East Baltimore Community Corporation, Somerset Residents Council, Baltimore Development Corporation, Johns Hopkins Hospital



# O'Donnell Heights Site Infrastructure



O'Donnell Heights – built in 1942 and originally the site of 900 units of public housing – has recently completed a draft master plan. As envisioned by the Housing Authority of Baltimore City, former tenants and the leaders of surrounding community institutions, the goal of the master plan is the creation of a newly-vibrant mixed-income, mixed-use residential community that will include a significant number of public housing units as well as market-rate homeownership units.

Strategically located in southeastern Baltimore City near the Johns Hopkins Bayview campus, Chesapeake Commerce Center, I-95, I-895 and the proposed Red Line, O'Donnell Heights has been long isolated from the surrounding area and from the assets associated with this section of the City. The master plan identifies better linkages within O'Donnell Heights and to the surrounding area as a key objective of redevelopment. To achieve this objective, the Master Plan recommended establishing a network of streets and blocks that would create a walkable and transit-oriented neighborhood. These new streets and infrastructure would provide connections to the adjacent neighborhoods and to transit, and place an emphasis on opening up hidden passageways to provide opportunities for “eyes on the street.”

The Housing Authority of Baltimore City anticipates submitting a HOPE VI application that will leverage infrastructure funds provided through the transportation reauthorization. Funding from the designation as a High Priority Project will be used to construct streets, alleys, sidewalks, street lighting and other transportation-related infrastructure.

**Current Project Status:** Project planning and market analysis are underway for the O'Donnell Heights redevelopment project

**Total HPP Funding Request:** \$5 million (approximate)

**Congressional District:** 2<sup>nd</sup>

**Supporting Stakeholders:**

O'Donnell Heights Tenants' Association,  
Southeast Neighborhood Development, Johns  
Hopkins Bayview Medical Center

# Barclay Streetscape: North and Greenmount Avenues



A blighted but promising neighborhood, Barclay sits between the city's main rail station (Penn Station) and Johns Hopkins, making it a perfect fit for working families seeking quality, affordable housing near major employment centers. Breathing new life into the Barclay community requires not only improvements to the housing stock, but upgrades to the neighborhood's infrastructure. Along a place where people have traveled through, but not to, Barclay's main streets intersecting at North Avenue and Greenmount Avenue are in dire need of rehabilitation.

City housing officials have chosen Washington-based Telesis Corp. to redevelop 285 municipally-owned vacant and rundown properties in the Barclay neighborhood of North Baltimore, just below Charles Village. At the core of the properties to be developed are 91 low-income housing units that the city acquired from the U.S. Department of Housing and Urban Development, which foreclosed after the previous owner defaulted on the federally-backed mortgage. Also included over several blocks are more than 100 rowhouses owned by the city's Housing Authority, about half of which are vacant; a small, low-income rental complex and vacant land acquired by the city through its Project 5000.

High Priority Project funding will be used for street resurfacing, sidewalk repair, street lighting, bus stop improvements, landscaping and other streetscape features along several blocks of North Avenue and Greenmount Avenue, leveraging private investment already targeted for the area.

**Current Project Status:** Housing acquisition has been completed for the Barclay Telesis project; identifying sources of funds for infrastructure improvements remains a barrier to redevelopment

**Total HPP Funding Request:** 4.8 million

**Congressional District:** 7<sup>th</sup>

**Supporting Stakeholders:** Housing Authority of Baltimore City, People's Homesteading Group, Greater Homewood Community Corporation, Barclay Improvement Association



# Uplands/Frederick Avenue Streetscape



While much public attention and planning focus for Southwest Baltimore is being paid to the Uplands redevelopment initiative and the Red Line Transit Project, once-stable communities in the Frederick Avenue corridor are showing signs of distress. Creating a strong southern border for the Uplands project by reinvesting in Frederick Avenue will help to stabilize this area. Making Frederick Avenue less highway-like and more attractive to pedestrians would encourage greater use of transit, improve bicycle accessibility and provide stronger connections to Leakin Park. Frederick Avenue is sorely lacking in urban amenities such as street trees and pleasant places to walk. Putting pedestrians first in the corridor will make it possible for new and current residents to take advantage of the commercial establishments that are already within walking distance and will act as an enhancement to attracting new businesses.

Moreover, given the presence of the Historic National Road Scenic Byway along Frederick Avenue in Baltimore City, there is the potential to attract further reinvestment in adjacent neighborhoods. Implementing this effort will require understanding the community's concerns and desires and incorporating them into new streetscape plans for Frederick Avenue. The Baltimore City Department of Transportation has initiated preliminary discussions with Southwest Baltimore communities about upgrades to the Frederick Avenue corridor, but detailed planning activities are on-hold for want of funding.

Funds from designation of the Uplands/Frederick Avenue project will be used to complete project planning and design and move this project into construction concurrent with the opening of the first phase of the Uplands redevelopment initiative.

**Current Project Status:** Community master plan is under development; streetscape needs have been identified as a primary issue

**Total HPP Funding Request:** 4 million

**Congressional District:** 7th

**Supporting Stakeholders:** Uplands Visionaries LLC, Southwest Development Committee, Healthy Neighborhoods Inc., Yale Heights Community Association, Irvington Community Association

# East Baltimore Redevelopment Initiative



Six years ago, Baltimore City, in partnership with East Baltimore Development Inc. and residents, embarked on an ambitious undertaking to turn 80 blighted acres into a viable mixed-use and residential community focused on the life sciences. Today, that vision is being realized and expanded. EBDI's development area now encompasses over 80 acres with private investment anticipated to exceed \$100 billion when complete.

Transit and walkability are key components of the East Baltimore initiative. Rental and for-sale homes are being built in close proximity to the expanding Johns Hopkins Medical Institutions, providing walk-to-work opportunities for a broad spectrum of employees. An extension of the Metro Subway (Green

Line) to intersect with the Amtrak Northeast Corridor (and a new MARC Station) is central to the next phase of the East Baltimore initiative. Likewise, continuing to rebuild the transportation infrastructure for the next phases of the East Baltimore initiative is critical to attracting further private development.

As in the early phases of the East Baltimore Initiative, High Priority Project funds would be used for street reconstruction, sidewalks, street lighting, landscaping and other pedestrian amenities. In this request, funds would also be used to create green pathways to connect homes to parks, schools, groceries and work places and to clean, repaint and improve lighting underneath the AMTRAK bridges.

**Current Project Status:** EBDI Phase I is largely complete; portions of Phase II are under construction, with design work proceeding for the balance of Phase II underway. Master planning is being completed for Phase III

**Total HPP Funding Request:** 5 million

**Congressional District:** 7<sup>th</sup>

**Supporting Stakeholders:** East Baltimore Development, Inc., Save Middle East Action Committee, Johns Hopkins Medical Institutions, Monument Street Main Street, East Baltimore Community Corporation.

# West North Avenue Reconstruction



The West North Avenue corridor (U.S. 1), between Charles Street and Hilton Street, is a critical spine in the revitalization of West Baltimore neighborhoods such as Charles North, Upton and Reservoir Hill, and the home of important institutions like Coppin State University and the Maryland Institute College of Art. Once the cultural center for African-Americans in Baltimore, with legendary jazz clubs along Pennsylvania Avenue at North Avenue, the area has declined and the streetscape is worn and in need of rehabilitation.

Upon authorization as a High Priority Project and through an inclusive community planning process, the West North Avenue Streetscape Project will:

- Emphasize pedestrian safety along the corridor, which has very high bus ridership and direct connections to the Green Line (Metro Subway) and Blue Line (Central Light Rail Line.)

- Leverage additional private investment through transit-oriented development and neighborhood reinvestment strategies.
- Promote the cultural history of the West North Avenue corridor through interpretive signage and public art.
- Improve traffic flow and transit travel times through intelligent transportation systems such as transit signal preemption, real-time traffic monitoring, etc.
- Advance the goals of the Watershed 263 project, by reducing impervious surfaces and incorporating best management practices for stormwater.

**Current Project Status:** Project requested by community and institutional leaders, but no funding available to initiate planning process

**Total HPP Funding Request:** \$16 million

**Congressional District:** 7<sup>th</sup>

**Supporting Stakeholders:** Reservoir Hill Improvement Council, Pennsylvania Avenue Revitalization Corporation, Maryland Institute College of Art, Central Baltimore Partnership, Upton Planning Council

# West Baltimore MARC Parking Facilities



The West Baltimore MARC Station is a major commuter station for Baltimore City residents traveling to and from Washington, DC. The east-west Red Line Transit Project will also have a station at this location making it a prime opportunity for transit-oriented development. In November 2008, anticipating the Red Line's support of the MTA's MARC Growth and Investment Plan, the Baltimore City Planning Commission adopted a transit-centered community development which envisioned additional and improved residential housing, retail, and office uses.

As existing parking lots at the West Baltimore MARC station are totally filled, commuter parking overflows onto nearby residential blocks on weekdays. The Maryland Transit Administration (MTA) plans to develop 400 parking spaces in lots near the station within the next several years, which will alleviate the neighborhood parking problem and create pad sites for future development. However, future development is dependent on creating structured parking at the West Baltimore MARC Station to accommodate commuters and commercial tenants.

The West Baltimore MARC Station Transit Centered Community Development Plan suggests a number of options for parking garage facilities in the planning area, all of which are being considered in the context of the Red Line station location. High Priority Project funding for a West Baltimore MARC Station transit-oriented development parking garage would help bridge an anticipated shortfall between revenues (from parkers) and expenses (debt service payments, operating expenses and capital reserve), and serve as a catalyst for the development of additional retail and office space in the area.

**Current Project Status:** West Baltimore MARC Station Transit-Centered Community Development Plan approved by Planning Commission in November 2008.

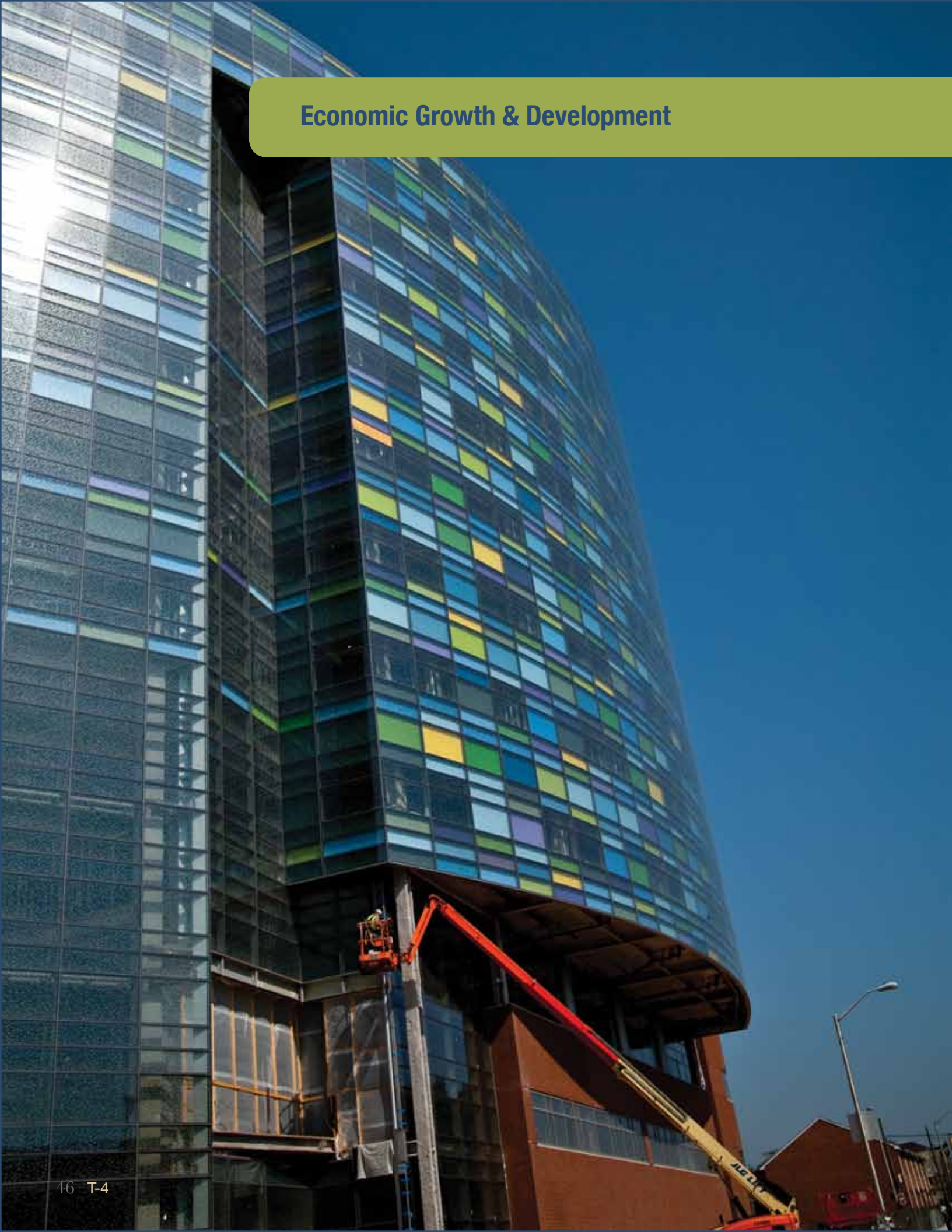
**Total HPP Funding Request:** \$5 million

**Congressional District:** 7<sup>th</sup>

**Supporting Stakeholders:** West Baltimore Coalition, Operation Reach Out Southwest, Baltimore Development Corporation, Bon Secours Health System, Inc.



## Economic Growth & Development



# Middle Branch Access Improvements

## Russell Street and Waterview Avenue



Many have touted the Middle Branch of the Patapsco River as Baltimore's next Inner Harbor. With the planned redevelopment of the Westport Waterfront, creation of an entertainment and office district at Gateway South, and potential new developments at Port Covington, West Covington and in Cherry Hill, a significant influx of jobs, residents and tourists is forecasted for the area over the next 10 to 20 years. Given the excellent highway and transit access already in place, the Middle Branch area is ideally situated to capture some of the region's BRAC-related growth, especially among contractors who will have work at more than one facility in the Baltimore-Washington corridor.

Mayor Dixon's creation of the Middle Branch Master Plan and a detailed transportation improvement plan has set the stage for all of these developments to occur in a sustainable, pedestrian- and transit-oriented manner. However, improved access by automobile remains a significant need, given the age and design of the road and bridge infrastructure. Specific projects to be implemented include:

- Reconstruction of Waterview Avenue between Potee Street and Russell Street, including enhanced facilities for bicyclists and pedestrians
- Safety, capacity and streetscape/gateway improvements to Russell Street, particularly between Hamburg Street and Annapolis Road

**Current Project Status:** Master plan completed in 2008, including transportation element. Construction of Annapolis Road/Waterview Avenue bridges is expected in late 2009.

Other projects have preliminary plans or concept designs, but do not have any funds programmed for construction

**Total HPP Funding Request:** Waterview Avenue reconstruction – \$7 million; Russell Street gateway improvements – \$9 million

**Congressional District:** 2<sup>nd</sup>, 7<sup>th</sup>

**Supporting Stakeholders:** Baltimore Development Corporation, Westport and Cherry Hill community associations

# Southeast Baltimore Access Improvements

## Boston/O'Donnell Street Connector, Haven and Danville Street Reconstruction



The economic resurgence of Southeast Baltimore from Canton to Fell's Point has placed a growing strain on the area's transportation network. If no action is taken, by 2012 more than half of all intersections in the southeast are expected to operate at a failing level of service; motorist delays at 90% of all intersections would be unacceptable by 2017. The viability of major developments such as Canton Crossing, Brewer's Hill, Greektown and Harbor Point hinges on adequate transportation capacity.

The implementation of Mayor Dixon's comprehensive Southeast Baltimore Transportation Action Plan has created a Waterfront Transportation Management Association to encourage transit use, flexible work hours, bicycling and other demand reduction strategies. A new shuttle bus system connecting Light Rail and Metro to Fells Point and Harbor East begins in July 2009, and minor intersection and signal timing improvements are currently being made. These improvements should help through 2012, but major infrastructure investments are required thereafter to keep Southeast Baltimore moving, including the Red Line Transit Project. These investments include:

- The Boh'Donnell Street Connector – a new road linking Boston and O'Donnell Streets, which would reduce delays caused by the CSX and Canton Railroad crossings on Boston Street.
- Danville Street extension from Clinton to Haven Street, and Haven Street reconstruction from the water's edge to Boston Street. This will provide a truck bypass from the Canton Industrial area to I-95, reducing truck impacts on surrounding neighborhoods.

**Current Project Status:** Boh'Donnell Street connector has completed its concept design and environmental documentation; Haven Street is at 90% design but has environmental remediation issues; Danville Street connection is awaiting design funds

**Total HPP Funding Request:** Boh'Donnell Street (\$42 million); Haven Street and Danville Street reconstruction and Danville Street (\$15 million)

**Congressional District:** 3<sup>rd</sup>

**Supporting Stakeholders:** Baltimore Industrial Group, Hale Properties, Maryland Motor Truck Association, Obrecht Commercial Real Estate Services, various Canton-area community associations



# Port Access and Landside Improvements

## New Vail Street Extension and Holabird Avenue Reconstruction



The continued growth of the Port of Baltimore depends on continued dredging, the creation of additional warehousing/distribution facilities, landside improvements to improve access and safety of local roadways and limiting the impacts of freight traffic on neighboring communities. The establishment of the Chesapeake Commerce Center, a 3 million square foot industrial/warehouse center comprised of 185 acres (on the site of a former General Motors production plant) has been a major step in the right direction for the Port. The \$250 million project will produce 600 construction and 500 permanent jobs. To make this private investment possible, the City and State have committed more than \$20 million to improvements such as the reconstruction of Broening Highway, a new on-ramp to Keith Avenue, and the resurfacing of Holabird Avenue. The proposed public-private partnership for the Seagirt Marine Terminal, likely to result in the creation of a 50-foot berth for ocean-going vessels, can be expected to significantly increase cargo to and from the Port of Baltimore.

In furtherance of the goals outlined above, the following projects are necessary:

- **New Vail Street Extension:** constructing an above-grade crossing over CSX from Keith Avenue, between the Seagirt Marine Terminal and the Chesapeake Commerce Center. This project will provide direct access to the Chesapeake Commerce Center from the Port, improve travel times and redirect truck traffic from surrounding residential neighborhoods.
- **Holabird Avenue Rehabilitation:** resurfacing and/or reconstructing Holabird Avenue between Ponca Street and Dundalk Avenue, providing for an improved streetscape and safer roadway conditions for the continued mix of truck and general auto traffic.

**Current Project Status:** Projects are at concept development stage only, awaiting design and construction funds

**Total HPP Funding Request:** \$32 million

**Congressional District:** 2<sup>nd</sup>, 3<sup>rd</sup>

**Supporting Stakeholders:** Chesapeake Commerce Center Merchants Terminal Corporation, Maryland Port Administration, Maryland Motor Truck Association, Southeast Neighborhood Development, Baltimore Development and Corporation

# Pratt Street



The rehabilitation of sixteen blocks of Pratt Street, from Martin Luther King, Jr. Boulevard on the west edge to President Street on the east edge, will provide significant economic development opportunities, as well as aesthetic and functional improvements to Baltimore's major east-west downtown thoroughfare. This portion of Pratt Street links several prominent downtown features, including the professional schools and medical campus of the University of Maryland, the Convention Center and Convention Center Hotel, Central Business District, world famous Inner Harbor and newly emerging Harbor East areas. A consultant team led by Ayers Saint Gross and the Olin Partnership recently completed a city-funded major traffic analysis and redesign study for Pratt Street, which supported boulevard rehabilitation, making it worthy of a major city.

The design concept provides for approximately 650,000 square feet of new mixed-use infill development along the north side of Pratt Street Boulevard and at Harbor Place. A continuous green space with various public art and pedestrian amenities would be provided along the south side, with an expanded and enhanced McKeldin Square civic open

space at Light and Pratt Streets. The space would be made possible by revising the existing vehicular Light-to-Calvert connecting roadway and Pratt/Light Street intersection, vastly improving pedestrian safety for the 12 million annual visitors to the Inner Harbor attractions. A dedicated bike and bus lane would improve public transit convenience and link the Gwynns Falls Bike Trail with the Jones Falls Bike Trail soon to be under construction. Pedestrian walks and crossings would be properly sized and located for increased convenience and safety. Increased plantings of street trees and native plant materials will support the goal of a greener city.

The project is intended to be completed over an 8-10 year period in 4 phases at a total estimated construction cost of \$110 million. Phase 1 would include a 5-block expanse from Hopkins Place to Commerce Street. Significant construction and permanent employment opportunities will result from the project, as well as a broader range of retail space accommodations to properly serve the rapidly emerging downtown residential population.

High Priority Project funds will be used for street realignment, curbs, utilities, sidewalks, lighting, streetscaping, etc for the Phase 1 area from Hopkins Place to South Street.

**Current Project Status:** This project is currently in the design development stage. City and stakeholder endorsement of the design concept has been granted

**Total HPP Funding Request:** \$10 million

**Congressional District:** 7<sup>th</sup>

**Supporting Stakeholders:** Downtown Partnership of Baltimore, University of Maryland Medical System, General Growth Properties, Baltimore Area Convention and Visitors Association, Baltimore Development Corporation

# Parking Facilities for Gateway South Redevelopment Area



Gateway South is an eleven acre development area bordered by the Camden Yards Sports Complex (which includes stadiums for the Baltimore Ravens and Baltimore Orioles) to the north, the Middle Branch of the Patapsco River to the east, Russell Street to the west, and interstates I-295 and I-95 to the south. It forms a principal gateway into Baltimore City from the south – Washington, DC, Annapolis and BWI Thurgood Marshall Airport. The site is immediately accessible from the adjacent two major highways, is within a 5-minute walk of existing Hamburg Street Light Rail and Camden Yards MARC stations, and would be the site of a redeveloped Greyhound Bus Terminal. The development plan, which has received master plan approval from the Baltimore City Planning Commission, includes 1 million sf of office space, 150,000 sf of retail, a 90,000 sf indoor sportsplex, and a 70,000 sf multimodal transportation terminal. Baltimore City Entertainment Group has preliminary approval to locate a video lottery terminal facility at Gateway South.

Phase 1 of the Gateway South project envisions a 1,400 space public parking garage that would serve the transportation terminal, the sportsplex and the portion of office and retail space that would be built in that phase. The garage is also envisioned to serve as fringe parking for downtown Baltimore. The downtown Baltimore Shuttle Service that is slated to begin in the summer of 2009 would also be extended to this facility. High Priority Project funding for a Gateway South fringe and corridor parking facility would help to bridge an anticipated shortfall between revenues (from parkers) and expenses (debt service payments, operating expenses, and capital reserve).

**Current Project Status:** Property acquisition has largely been completed for this project; land disposition agreements are under development. Conceptual designs complete for parking facilities

**Total HPP Funding Request:** \$5 million

**Congressional District:** 7<sup>th</sup>

**Supporting Stakeholders:** Baltimore Development Corporation, Baltimore City Entertainment Group, Sharp-Leadenhall Community Association, Parking Authority of Baltimore City



# Parking Wayfinding and Variable Message Signs

Variable message sign (VMS) technology has advanced tremendously over the past decade, and its application to parking way-finding and traffic advisories is becoming more common in cities, airports and on highways. Baltimore City is preparing for deployment of a network of variable message signs - in Downtown Baltimore and at major gateways into downtown - to affect major improvements in parking and traffic in Downtown Baltimore. Expected outcomes for a Parking Way-Finding and Traffic Advisory VMS System for Baltimore include the following:

- Reduced traffic congestion and improved air quality due to less time spent searching for a parking space
- Improved safety for motorists and pedestrians due to reduced searching
- Maximum utilization of existing off-street parking facilities, which improves accessibility to short-term on-street parking spaces
- Improved experiences for Baltimore visitors traveling to the City by car, through timely, accurate and useful information presentation as they enter Downtown Baltimore

Most parking garages in Downtown Baltimore, including all 15 City-owned garages accepting public parking, are equipped with parking access control and monitoring equipment that provide instant “counts” of vehicles in each garage and the number of vacant parking spaces. In this proposed VMS system, the parking access control and monitoring systems in Downtown parking garages would electronically convey vacant space information to a central location, and out to appropriate variable message signs in “real time.” Funding from a High Priority Project designation would help further the planning, design, purchase and installation of a VMS system for parking way-finding and traffic advisories in Downtown Baltimore.

**Current Project Status:** Property acquisition has largely been completed for this project; land disposition agreements are under development. Conceptual designs complete for parking facilities

**Total HPP Funding Request:** \$5 million

**Congressional District:** 7<sup>th</sup>

**Supporting Stakeholders:** Downtown

Partnership of Baltimore, Baltimore Area Convention and Visitors Association, Baltimore Development Corporation, Parking Authority of Baltimore City

- 2nd Congressional District
- 3rd Congressional District
- 7th Congressional District

